

~~TOP SECRET~~

25X1A

DISPATCH NO. [REDACTED] C-00014  
COPY 1 OF 2 COPIES  
19 October 1956

25X1A

TO: [REDACTED]

FROM: [REDACTED]

SUBJECT: [REDACTED]

DOCUMENT NO. 155788  
NO CHANGE IN CLASS. ☐  
☐ DECLASSIFIED  
CLASS. CHANGED TO: TS (S) C  
NEXT REVIEW DATE: 7-31-06  
AUTH: HR 70-2  
DATE: 7-31-86 REVIEWER: 100368  
changed to 1033

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25X1D

25X1D

1. This is [REDACTED] for mission 3191, flown 18 October 1956. Duration was 5:39, with a distance of 2324 NM. Mission considered highly successful. Cruise altitude was restricted to [REDACTED]

25X1D

2. Recommend expedited delivery of J57 P31 engines to afford completely realistic driver training at maximum altitudes.

3. No air rescue facilities required on this mission.

4. Supply support, Base Facilities, Target Intelligence Data, and Internal Security all considered adequate.

5. CAA Range Stations relayed all position reports through Flight Service to this base. ADC facilities were not utilized.

6. Aircraft maintenance considered to be of a very high standard. Excessive sextant maintenance was required. This is caused by J57 P37 engine allowing oil to enter the cabin pressurization system. The resultant oil film collects internally in the sextant housing. Communications and photographic equipment functioned normally.

7. 8/8 cloud cover denied photographic coverage of two assigned target. These targets were Connally AFB and Kelly AFB, Texas.

8. Precise celestial navigation insured arrival in target area on time and on prescribed course. Photo flight lines from IP to target were flown within very close tolerances utilizing dead reckoning and pilotage.

9. Staff flight planning was accurate and complete in all respects. Materials furnished driver were considered ideal for route and target coverage.

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10. No problems were encountered in following flight progress through aircraft position reports.

11. The only special tactic employed on this mission was restriction of altitude to Base + 15 feet.

12. As on numerous training missions it was not possible to equip this aircraft with a complete camera configuration. This condition is caused by a shortage of camera equipment, continuous camera and film testing programs, and normal camera maintenance. This has made it virtually impossible to establish an accurate camera reliability factor.

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